

SIGNS
21,22,24
25,27,28,29

← Millstone Landing RD
Mac Arthur BLVD →

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Millstone Landing RD →

D3-2
VARIABLE X 32 in.

D3-2
VARIABLE X 32 in.

R6-1(R)
36 in. x 12 in.
M3-3
24 in. x 12 in.
M1-5
30 in. x 24 in.
M6-1
21 in. x 15 in.

R6-1(L)
36 in. x 12 in.
M3-1
30 in. x 15 in.
M1-5
48 in. x 36 in.
M6-1
30 in. x 24 in.

R6-1(L)
36 in. x 12 in.
M3-1
30 in. x 15 in.
M1-5
48 in. x 36 in.
M6-1
30 in. x 24 in.

33,34
PUSH BUTTON
TO CROSS
MD 235
START CROSSING
WATCH FOR
TRUCKS
START
PUSH CROSSING
IF NEEDED
PUSHBUTTON
SHOULD NOT BE
IN CROSSWALK

R6-1(R)
36 in. x 12 in.
M3-1
24 in. x 12 in.
M1-5
30 in. x 24 in.
M6-1
21 in. x 15 in.

35
PUSH BUTTON
TO CROSS
MD 235
START CROSSING
WATCH FOR
TRUCKS
START
PUSH CROSSING
IF NEEDED
PUSHBUTTON
SHOULD NOT BE
IN CROSSWALK

ASSOCIATED
SHIELD ASSEMBLY
30 in. x 51 in.

ASSOCIATED
SHIELD ASSEMBLY
48 in. x 75 in.

ASSOCIATED
SHIELD ASSEMBLY
48 in. x 75 in.

ASSOCIATED
SHIELD ASSEMBLY
30 in. x 51 in.

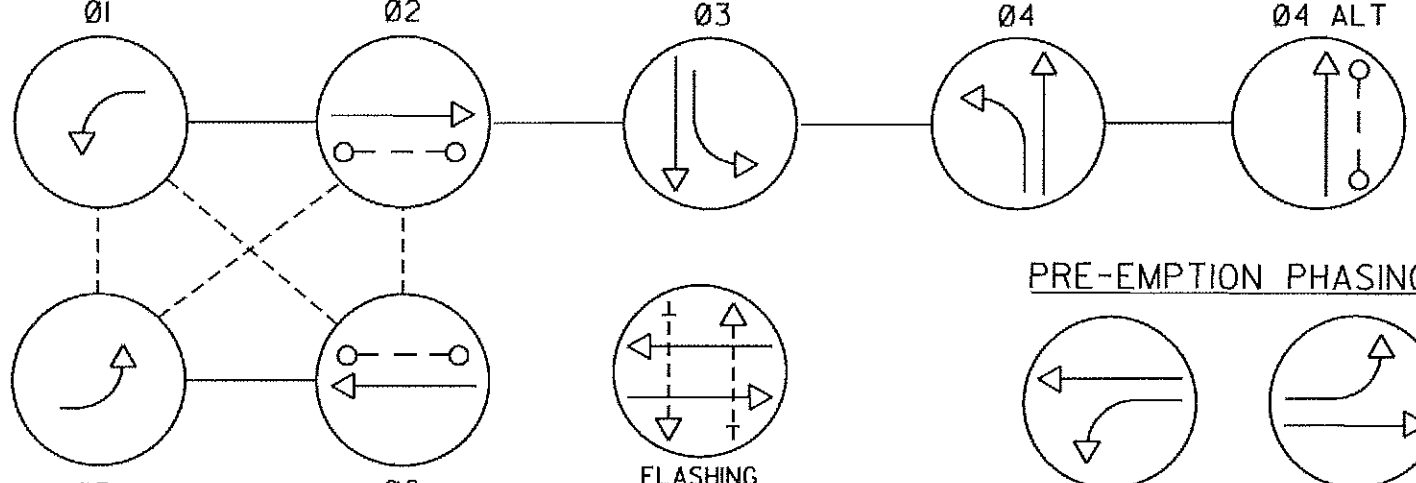
MD 235 IS ASSUMED
TO RUN IN A
NORTH-SOUTH DIRECTION

SIGNALS

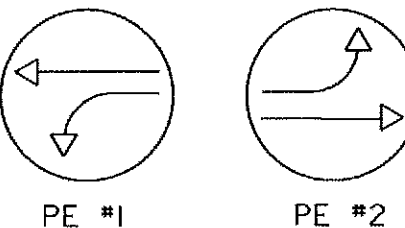
1,2
5,6
9,10,11
12,13
3,4
7,8,14
15,16,17
18,19,20

12 in.
12 in.
12 in.
12 in.

NEMA PHASING

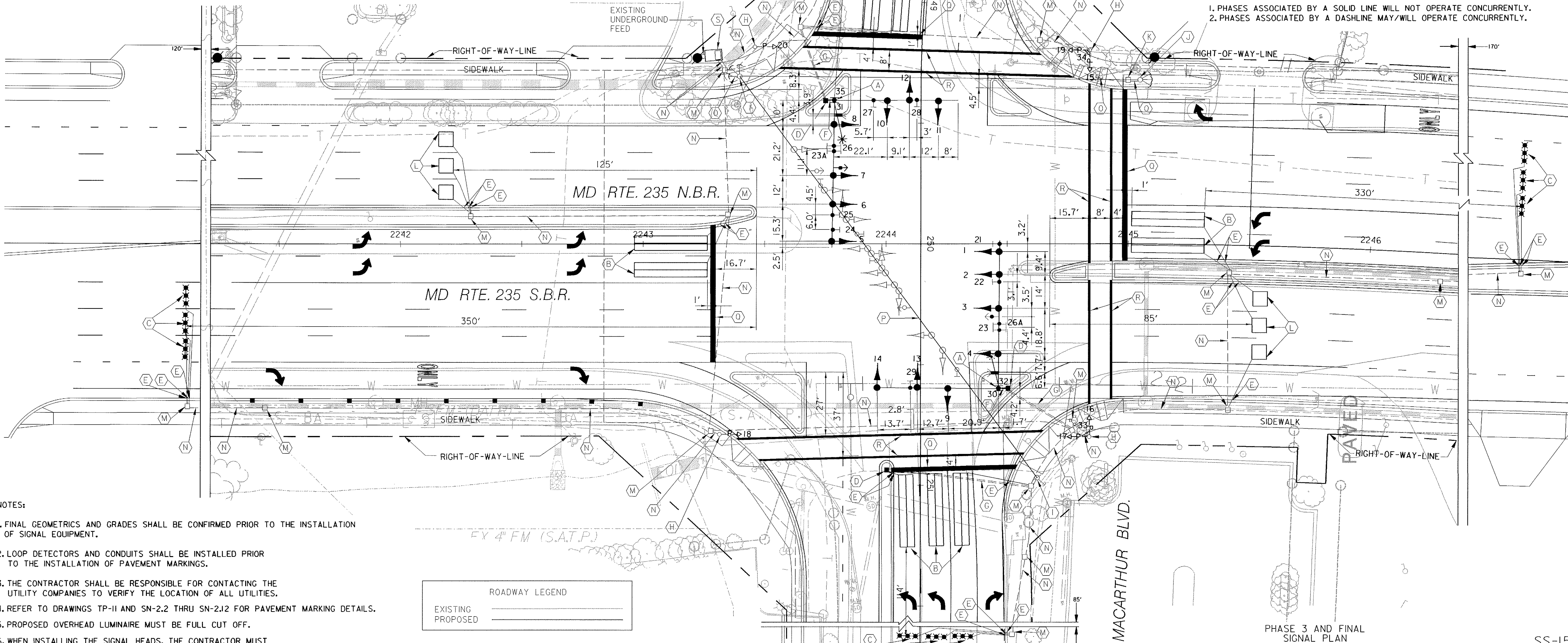


PRE-EMPTION PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHLINE MAY/WILL OPERATE CONCURRENTLY.



NOTES:

1. FINAL GEOMETRICS AND GRADES SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
2. LOOP DETECTORS AND CONDUITS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO VERIFY THE LOCATION OF ALL UTILITIES.
4. REFER TO DRAWINGS TP-11 AND SN-2.2 THRU SN-2.12 FOR PAVEMENT MARKING DETAILS.
5. PROPOSED OVERHEAD LUMINAIRE MUST BE FULL CUT OFF.
6. WHEN INSTALLING THE SIGNAL HEADS, THE CONTRACTOR MUST LEAVE ENOUGH CABLE TO RELOCATE THEM FOR MAINTENANCE OF TRAFFIC.
7. PROPOSED SIGNAL WORK WILL BE COMPLETED AS DIRECTED BY THE ENGINEER FOR PHASE 3 AND THE FINAL STAGE.
8. MAINLINE LEFT TURN LOOP DETECTORS AND SIDE STREET PRESENT LOOP DETECTORS SHALL REMAIN OPERATIONAL DURING ALL PHASES OF CONSTRUCTION UNTIL NEW LOOPS ARE IN PLACE AND CUT OVER OR AS DIRECTED BY THE ENGINEER.
9. THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLE AND REWIRE THE CONTROLLER AS DIRECTED BY THE ENGINEER.
10. RELOCATE SIGNAL HEADS, AND SIGNS - SPAN MOUNT AS DIRECTED BY THE ENGINEER.

ROADWAY LEGEND

EXISTING
PROPOSED

LEGEND OF UNDERGROUND
AND OVERHEAD UTILITIES

AERIAL CABLE
ELECTRICAL
TELEPHONE
GAS
SEWER
WATER
CABLE TV

A
E
T
G
S
W
TV

GRAPHIC SCALE
20 10 0 20
SCALE: 1"=20'-0"

RK & K
**RUMMEL, KLEPPER
& KAHL, LLP**
CONSULTING ENGINEERS
81 MOSHER STREET
BALTIMORE, MARYLAND 21217
TEL: 410/728-2900 FAX: 410/728-3160

REVISIONS:

APPROVALS:

CHIEF SIGNAL DESIGN SECTION

ASST. DISTRICT ENGINEER-TRAFFIC

CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

LOG MILE # 18023514.45

DRAWN BY: DED/SMH
DES. BY: DK/DLA/SMH
CHK. BY: BJH

MD 235 @ MACARTHUR BLVD.
SIGNAL PLAN

COUNTY: ST. MARY'S

DATE: MAY 7, 1999
SCALE: 1"=20'

F.A.P. NO. SEE TITLE SHEET
S.H.A. NO. SEE TITLE SHEET

TS/STD. NO.: TS-2320D

SHEET NO. 159 OF 241

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